

## French House Backs Premier's Course at Spa

Deputies by 420 to 152  
Sustain Millerand After  
He Explains Decisions  
Reached at Conference

Pledges Aid to Poland

Turkish, Syrian and Ger-  
man Issues Discussed by  
Government Spokesman

PARIS, July 20 (By The Associated Press).—The Chamber of Deputies voted confidence in the government today, 420 against 152, after Premier Millerand had explained the Spa conference's decisions, discussed the Turkish, Syrian and German questions, and pledged France's aid to Poland in consequence of the Bolsheviks having "repudiated with unusual impetuosity" the ultimatum of Premier Lloyd George for an armistice.

The Chamber reconvened to-day after its recess since July 9. Speaking on the Turkish question, the Premier declared the Turkish treaty was being enforced because it was impossible to leave millions of non-Turkish people under the domination of Turkey, which for the last fifty years had betrayed the friendly governments which had supported her.

**Confident of Reparations**  
With regard to the French mandate over Syria, M. Millerand pointed out that the British government had declared the mandate belonged to France only to insure the independence of the Syrian people, the French to cooperate to this end with the native authorities. Confidence that France would ultimately obtain the reparations from Germany which that nation had promised was expressed by the Premier.

"In the end we will get for France, I am confident, the reparations which so far are only promises and engagements, which we are transforming into realities," he said.

With regard to the coal supply of the country, M. Millerand said that France might count upon a total of 4,200,000 tons monthly. This will be made up of 1,500,000 tons from Germany, 1,000,000 tons from the German mines, 750,000 tons from Great Britain, 250,000 tons from the United States and 100,000 tons from Belgium. The needs of France, he said, were 5,300,000 tons monthly on the average.

France will be diplomatically represented at Munich, the Bavarian capital, as well as in Berlin, Premier Millerand said.

**Tardieu Regrets Concessions**  
The Premier said France had no intention of meddling in German politics nor of supporting separatist movements, but she was resolved that the diverse elements in Germany should be enabled to develop freely, unhindered by the danger of Prussian hegemony. Therefore, France had named a Minister to Munich to strengthen the position of the Ambassador to Berlin.

Referring to the Premier's address, Captain Andre Tardieu expressed regret that the Allies had conceded so much at Spa. The conference there had begun the revision of the treaty, he declared, and that revision, instead

of being favorable to France, had been favorable to Germany.

**Y. W. C. A. Workers in  
Poland Not in Danger**

"Gray Samaritans," Including  
Five From This Section,  
Are Beyond Fighting Zone

The Polish "Gray Samaritans," girl  
representatives of the Young Women's  
Christian Association in Poland, are

beyond the fighting zone and no fears are felt for their safety by officials here. Reports as to the exact location of each of the thirty young women were furnished to the national headquarters by Miss Sarah Lyon, executive of the overseas department, who returned from a trip to Poland this week. She was in Warsaw three weeks ago, where the "Y" maintains seven workers. Others are in outlying regions, but beyond the fighting zone. If the Russian advance continues they will be withdrawn, Miss Lyons declared.

Five of the "Gray Samaritans" from

New York and vicinity are Miss Martha Chickering, Miss Claire Lingg, Marjory Paret, Montclair; Amy Tapping, New Hartford, Conn.; and Georgia Ely, Buffalo.

**Portuguese Cabinet Formed**

LONDON, July 20.—A new Portuguese Cabinet has been formed to succeed the Ministry of Antonio Maria da Silva. The new ministry, which comprises Liberals and Democrats, will have Antonio Granjo, former Minister of Interior, as Premier, and Mello Baretto as Foreign Minister.

**Tokio Wins Demand at Spa  
Right to Occupy Part of Sag-  
halien Recognized, Is Report**

HONOLULU, July 20.—The council of Allied premiers at Spa has recognized Japan's right to occupy Nikolai Island and the northern portion of the island of Saghalien and to establish military governments in those districts to protect the lives and property of Japanese subjects from the Bolsheviks, according to information from Viscount Chinda to the Japanese govern-

ment and conveyed here from Tokio in special cable dispatches to "Nippo Jiji," Japanese language newspaper.

**Quits Turkish Cabinet**

**Sheik-ul-Islam Refuses to Ap-  
prove Peace Treaty**

CONSTANTINOPLE, July 19 (By The Associated Press).—The Sheik-ul-Islam in the Turkish Cabinet, Durri-zade Abdullah Effendi, has resigned his office because of his unwillingness

to approve the signing of the peace treaty. Other Cabinet resignations are expected for the same reason.

The Grand Vizier, Damad Ferid Pasha, however, is apparently determined to sign at any cost.

Sunday's dispatches from Constantinople announced the resignation from the Turkish Cabinet of Djemal Pasha, Minister of Public Works, and Fahreddine Bey, Minister of Education, both members of the Turkish peace delegation.

**Hall and Brereton Barred  
From Flights at Antwerp**

ANTWERP, July 20.—The American War Department's order permitting Colonel Brereton and Major Hall to come to Antwerp for the international aviation meet was for purposes of observation only.

The order bars their competition in actual flying, although they had been listed as competitors in several events. Major Hall arrived to-day by airplane from London.



# Essex Takes Hundreds of Famous Records in Nation-Wide Tests

*In Every Locality it Now Holds the Coveted Records  
for Every Type of Car Performance--Economy, Speed  
Endurance, Acceleration, Hill-Climb and Reliability*

**I**N A SERIES of the most dramatic tests ever made to prove motor car efficiency, Essex cars in all parts of America during the week of June 27th challenged and took practically every important record.

Six new cars, taken just as they came out of production, were driven at top speed from Detroit to Chicago, 303 miles. The fastest time was 8 hours 8 minutes. Time for the last car to arrive, 11 hours and 3 minutes. An average for it of 27 miles per hour.

One owner who had driven his car 38,000 miles put his Essex over Wisconsin dirt roads during a heavy rain, a distance of 90 miles in 2 hours, 4 minutes, which was better than 44 miles per hour.

A Denver owned Essex with 22,000 miles to its credit proved its easy riding qualities by carrying 288 crated eggs strapped to the rear seat. The car traveled 3,828 miles over mountain roads in a 6-day non-stop motor performance. Only 40 eggs were broken.

## Owners' Cars Showed Economy and Speed

Still another Essex that had covered 19,000 miles in automobile rental service and on the original fabric tires from a standing start, topped El Paso's most difficult hill at 49 miles per hour. The best previous record was 36 miles per hour.

The flexibility, power and comfort of the Essex was demonstrated to local motorists in the metropolitan New York territory by running most difficult routes each day for one week, locked in high gear with shifting lever removed.

At Dallas, Texas, an Essex which had seen 12,000 miles of service, established the world's dirt track record by covering 1,261 miles in 24 hours—average 52½ miles an hour.

An Essex Sedan, fully loaded and on original tires that had carried the car 15,000 miles, traveled 221 miles over Maryland hills, averaging 23 miles to the gallon of gasoline.

A Columbus, Ohio, owner drove his 10-months' old Essex which had gone 16,000 miles to Washington, D. C., 403 miles in 11 hours, 4 minutes. The crack Penn-

sylvania Railroad train requires 15 hours, 34 minutes for the trip. An Essex traveled 80 miles in 88 minutes from Buffalo to Rochester, N. Y. The roadway is 12 miles longer than by rail—Essex time 4 minutes longer than that of the fastest train.

## 24 Cars in One Economy Run

Economy was shown in Connecticut by 24 owner-drivers, 12 going over the Mohawk Trail and the Hoosac mountains. The other 12 traveled a coast route. The winning car averaged 24 miles to the gallon of gasoline. Average for all 24 over 216 miles of route, for each was 18.7 miles to the gallon. One car had seen 35,000 miles of service and averaged 21.2 miles to the gallon.

A Hastings, Nebraska, woman drove an Essex from Hastings to Lincoln, Nebraska, 109 miles, averaging 29 miles to the gallon.

Four women drove from Los Angeles over the coast route to San Francisco and return via the Inland route with an average of 22.3 miles to the gallon of gasoline—no stop for any mechanical reason. A car starting from San Francisco made the round trip of 843 miles in 33 hours, and averaged 24.5 miles per gallon of gasoline.

## Also Takes Famous Hill Climb Records

The Rim O' the World Record, in San Bernardino Mountains, was taken by Essex, climbing nearly 5,000 feet elevation over 8.8 miles of difficult mountain road in 17 minutes. An Essex defeated 19 other entries in the Sacramento, California, dealers' reliability run over the Sierra Nevada Mountains—distance 261 miles—24.25 miles per gallon of gasoline.

And in Utah 28¾ miles of mountain roads with heavy grades, climbing 4,528 feet, an Essex carrying 3 passengers made the run in 52 minutes. The best previous record was 66 minutes. Another Salt Lake owned car with 10,000 miles to its credit in 1 hour 20 min-

utes traveled 50.7 miles. The best previous record for this route was 1 hour 37 minutes. Through a blinding snow storm over Tioga Pass with an altitude of 9,941 feet and over grades of from 6% to 37%, Essex traveled 432 miles, averaging 15 miles to the gallon, and using 3 pints of oil. It ran several miles hub-deep in mud and towed another car containing 5 people, itself carrying 950 lbs. of weight and one passenger.

Essex is the first and only car to climb 35th Street Hill, Washington, in high gear and the Tilden Street Hill from a standing start. It crossed the top at 51 miles per hour. The same car towed a loaded 6-ton truck 16 blocks up this hill.

## 49 Cars Average 18.9 Miles per Gallon

Gasoline records were kept on 49 cars used in every kind of test from the dis-

tance covered on a measured gallon to the six-day non-stop performances. It included hill climbs of the most sensational character and inter-city runs in all parts of the country over all kinds of roads in all kinds of weather and at speeds from 5 to 72 miles an hour. Some were brand new cars. One had already traveled 34,000 miles. The average was 18.9 miles to the gallon.

The above are but a few of the records made. Every locality now knows Essex for the accomplishment of some great feat. They know it for its speed, its hill-climbing ability and its flexibility and endurance.

In a thousand ways it has proved its supremacy in every imaginable test.

To list all records would require pages of newspaper space. It would apply to hundreds of cars. Some belong to owners who made the trials in a spirit of sportsmanship.

# Now, Is There Anything Left For Essex to Prove?

Was greater proof ever submitted? Here in one week every kind of performance ability has been established by Essex. They cover not only the cars used in the hundreds of tests of all descriptions but their performance was so consistent that they bespeak similar abilities for more than 40,000 Essex cars as their owners know them.

Every question has been answered by Essex.

Men were long ago forced to recognize Essex performance. It is common remark that it is the speediest, quickest car on the road; and now, in face of these performances, who can doubt its stability?

Can Essex be second choice to any who want the economy which comes with light weight and the beauty, performance and luxury which comes with costlier cars? The Essex can be obtained at a moderate price.

No wonder its sales have also set a new record!

# Watch the Essex

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Touring.  
Simplexes—"12" Limousine or Chassis;  
Hudsons—Touring, Cabriolet, Towncars,  
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